

SPORTING NEWS

KIOTES AND ALUMNI
CLASH ON TUESDAY

One of the Largest Games in Local
Baseball Calendar Will be Meet-
ing Between Two H. S. Teams

One of the greatest and most thrilling base ball games ever played in the city will be played on the high school athletic field, Washington's birthday, February 22nd, between P. U. H. S. and the alumni.

This game will be called at 3:00 o'clock sharp. The alumni will appear in the uniforms they used years ago. The Kiotes, known as the babes, will come out on the field dotted up in new suits of grey and green. It will be a great battle between the Browns and the Greys.

The baseball fans who attend this game will have the opportunity to see old Whiz Peters, Kean Warren, Finley Westfall, Ed Johnson, Boots Harrison, Ed Thomas, Keith Evans, Vic Benenato and Captain Sam Haldiman in action.

The Alumni team has been practicing for the last two weeks and have developed into pretty fair shape by this time. When Sam takes his team on the field Tuesday he will do it with the intentions of winning.

Coch Osburne who is coaching the members of the younger generation, has at this time one of the fastest organizations in the state. It might be stated that little Dick Heflin will go in the box for the Coyotes, with "Fat" Westfall that lanky backstop behind the home plate to catch the mighty snow flake after it leaves the million dollar arm.

The line-ups will be as follows:
Coyotes—Seaman, rf; Lyall, ss; Gold-berg, 3b; Westfall, c; Brittain, 1b; Walters, lf; Heflin, p; Geare, 2b; Luke, rf.

Alumni—Warren, ss; Ed Thomas, rf; Peters, 3b; Haldiman, 2b; Ed Johnson, 1b; Finley Westfall, p; Harrison, c; Benenato, cf; Evans, lf.

Game called at 3:00 o'clock sharp. Empire: Cook and Hester, Place: P. H. S. campus. Everybody come and sit in the new grandstand. Admission 25c.

INJUNS PLAY EVANS
TEAM IN THE MORN

Venne Fixes Tuesday Morning as
Time of Clash to Avoid Conflict
With Moose Motorcycle Races

That Washington's birthday may be one continuous round of sport, Peter Venne, coach of the Indians, has set ten o'clock in the morning as the hour for the contest with the Evans school nine. Venne wanted the game over by noon, so that the fans might devote the afternoon to seeing the Moose motorcycle race, which is for a worthy cause and bound to be well supported.

The Evans tossers having defeated the Normal, are considered way up there among the valley school teams, and Venne frankly anticipates a real struggle. The game will happen on the Indian school field, reached by road and by the street car.

Puella, who distinguished himself in football, will operate on the mound for the Indians. Although young, he is developing quite a deal of speed. The Evans line-up has not been announced.

JUST JUNK ABOUT
MOTORCYCLE RACE

Foreign Riders Expected Today:
Handsome Cup for Time Trial
Winner: Moose Race Notes

Today will probably mark the entry of some motorcycle speedsters into the fair city. It has been threatened. For you see, the Moose motorcycle meet will occur Tuesday, and D. Johns and M. Graves and possibly D. Kinney, all of the state of California, will be wending hitherward for a trifle of early practice.

Meanwhile Mgr. Dr. Senior Don Lorenzo Boido the elder has called a convention of the Moose committee and officials for Monday evening at the Moose home. Out of the kindness of his heart, he will invite the riders, too, for the officials will have things to say to the said speedsters.

Meanwhile, once more, the bee-yootiful loving cup that will go to the winner of the time trial, is on display in the Hesse window.

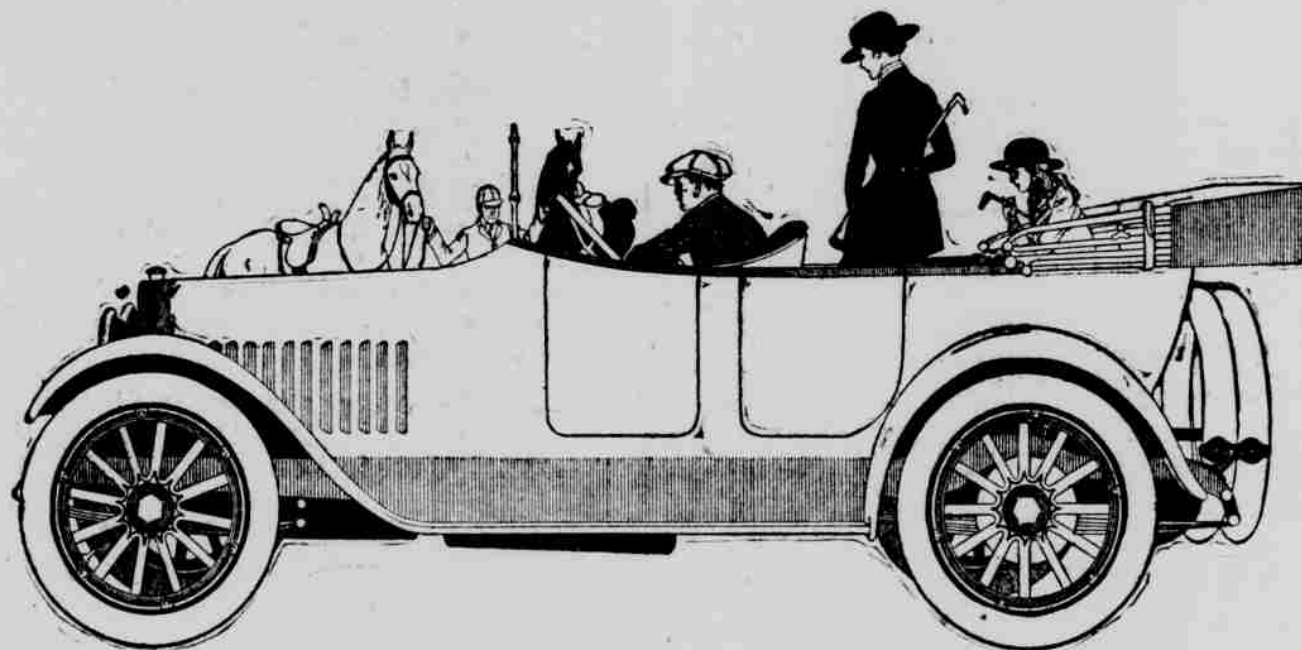
Harry Crandall is a mean young man. He went out on his machine the other day and passed a lot of other riders. Then he slid into a turn and spilled himself all over. The reason he is mean is because he spilled while all the reg were looking the other way, so they couldn't see the spectacle.

But the speed bug has not lost any of its power. It is now infecting not only motorists but motor-wheelists.

It would never do to call such a distinguished set of newspaper workers as Douglas, Fogle and Abbott "timers." It is necessary to invent a frenchified word like "clocqueurs" to describe the chaps who will watch time's flight during the races Tuesday.

Motorcycle boosters are grateful to all baseball folks and others who are holding their games and doings in the morning, so's not to interfere with the Moose meet.

Hire a little salesman at The Republican office. A want Ad will see more customers than you can.



Inexpensive to Run and Easy to Drive—the New 3400 r. p. m. Chalmers

The mist of gasoline that whirls through the tiny perforation in the carburetor jet of the 3400 r. p. m. Chalmers, rushes into action that has changed the whole aspect of automobile engineering.

The conditions surrounding the manner in which its dormant energy is awakened, brought to life, and compelled to perform, explain the strange ability of this new car.

The six cylinders of its engine are small— $3\frac{1}{4}$ by $4\frac{1}{2}$ inches. The small area from which heat can be thrown away by radiation, reinforced by the incredibly short cooling process between the swift succession of its explosions, create maximum energy with minimum waste.

"Make her perform," said Hugh Chalmers to his engineers. "Get acceleration, long mileage on gas, activity."

The result—18 miles for every gallon of gas, anything up to 60 miles an hour, and supremacy of pick-up. 3400 revolutions per minute means that every gram of energy is wrung from every drop of gasoline that is

inhaled by the powerful suction of the motor pistons.

It means that when, at the point of highest pressure, a spark from the distributor ignites the oxygen of the air with the carbon of the gasoline, every mechanical condition is such that loss of energy is cut down to the lowest possible degree.

It means that the 3400 r. p. m. Chalmers gets twice the mileage on gas that many another high-speed engine will deliver.

The speed of its uncanny carburetion makes flight satin-smooth by bringing the explosions of gas so close together that you are unconscious of anything but an uninterrupted stream of might.

Unlike cars of superfluous might, the 3400 r. p. m. Chalmers has a pick-up so flexible that it's the first to make its get-away at the crossings, and the last to take another car's exhaust.

It's a cheap car to run and an easy car to drive.

Price, \$1050 Detroit



M. O. O'Neill

O'Neill Auto and Supply Co.

328 North Central

Phoenix, Arizona

REAL INDIANS WORK
IN BIG FORD FACTORY

Twenty-five American Indians, representing fourteen different tribes, and coming from thirteen different states, form one of the most interesting groups of workmen among the 25,000 employees now in the main plant of the Ford Motor company. All of these "original Americans" are students from the United States Indian school at Carlisle, Penn.

There is something to stimulate the imagination in the fact that these sons of our aborigines, descendants of a race now nearly extinct, are working industriously in the world's largest plant for the manufacture of that entirely modern commodity, the automobile.

All of these Indian boys were good students at Carlisle, some of them diploma holders and among the best representatives of Carlisle traditions. Most of them were prominent in athletics and one of them, Peter Calac, was captain of the Varsity foot ball team last fall. Among the tribes they represent are the Chippewa, Sioux, Oneida, Winnebago, Pottawatomie, Flathead and Pueblo.

SERVICE CAR MAKES
MANY LONG TRIPS

Payne and Sauley, who conduct an auto accessory and tire emporium at the corner of Central avenue and Monroe street, have been congratulating themselves during the past few months, and the wonderful success of their tire service department. They

put in commission some time ago, a light service car. Since that time, call after call has been made to them, for supplies to be sent way out on the road somewhere.

Thus far no trip has been too far. Diamond Tires, for which Payne and Sauley are agents, have been sent all over the county, to distressed motorists.

They have lately installed one of the most up-to-date vulcanizing departments in the southwest. The plant is under the management of a capable man, and they guarantee to please.

LOOK FOR TIRE WEAR
SAYS GOODYEAR MAN

"Whenever unusual tread wear is detected motorists at once make certain that the wheels are true," declares Mr. Roseland, branch manager, the Goodyear Tire & Rubber Co. "Your tire dealer or garageman will usually be pleased to examine them, or if his service does not cover this, will suggest where it can be done. As an addition to our own service and to supplement that of the dealer, with the purpose of aiding motorists to ascertain easily and promptly whether the wheels of their cars are parallel, each Goodyear branch has been equipped with an alignment tester of the latest improved model, an instrument used in determining if the wheels are out of line.

"The tester used is a simple instrument which registers accurately the distance between the same relative sections of the fellow band on oppo-

site wheels. By this use the slightest variation is detected."

STUDEBAKER HAS A
GOOD SERVICE PLAN

With the development of the automobile industry, the item of service, from manufacturer and dealer, has come to play a more important part than ever, and this despite the fact that motor cars today have reliability and fool-proofness to a degree undreamed of only a few years ago.

Not only has service assumed great importance within the past few years, but it has quite logically become service of a definite kind, periodically given and designed to prevent troubles rather than to cure them after they occur.

Among automobile manufacturers, the Studebaker Corporation was the pioneer in rendering definite service. The plan now in force among all branches, most of the larger dealers,

and many of the smaller dealers, was first adopted and perfected nearly two years ago. It can not be improved upon, say experts, and sooner or later all manufacturers will be forced to come to this definite plan of service.

The Studebaker plan which is the result of long experience and investigation extends over a period of six months without expense to owners. Two inspections are provided for the first month, on definite dates, and one each month thereafter during the six months. On each occasion the owner's car is thoroughly examined by experts who make forty-one distinct inspections, adjustments, oilings, etc., and tune the car up. The experts also give the owner advice on the care of his car.

DON'T TRAVEL ON
DEFLATED TIRES

Col. Messner of the Southwestern

Carburetor Co., who sells Michelin tires locally says that if there is any one thing that contributes most to premature tire destruction, it is undoubtedly traveling on tires that are not sufficiently inflated.

"Many motorists," says the Michelin tire man, "give so little care to their tires that the first intimation of their improper condition comes when a muffled sound or a jolt, caused by

one of the wheels coming in contact with some hard object on the road, discloses the fact that the rim is touching the ground.

"The envelope is then patched, a new tube fitted and a sleeve put on for the purpose of increased strength. The driver then proceeds to the nearest garage where a new casing is obtained, the damaged one being left for repair.

Garden and
Lawn Tools

We are showing a new and most complete line of tools for the garden and lawn.

These are all tools of the highest grade and we have priced them right.

Talbot & Hubbard, Inc.

Hardware

"At the Sign of the Dog"



NEUTRAL

Whether your storage battery is a Willard or some other make—if you want expert service, come in.

Elec. Auto Co. of Ariz.
Fred Kirkwood, Jr.

Free inspection of any battery at any time